

- *Preparer's note: SAE International, formerly named the Society of Automotive Engineers, is a United States-based globally active professional association and standards developing organization for engineering professionals.*

HB 135 requires that fully autonomous vehicles be titled and registered and that both documents identify the vehicle as being fully autonomous.

KRS 65.873 is amended to prohibit any local government from enacting or keeping current rules and ordinances that would impose taxes, fees, or other requirements on fully autonomous vehicles.

The fiscal impact of HB 135 on local governments is indeterminable, but minimal for the immediate future.

The titling and registering of fully autonomous vehicles will occur at the county clerk's office. The clerk currently receives a \$6 fee for each regular-issued registration, \$9 if registration exceeds twelve months, and \$30 for vehicles over 44,000 lbs. The computer system for registering vehicles is state-based and maintained.

Local governments may have to review and remove (and replace) any ordinances regarding autonomous vehicles since HB 135 prohibits them from having such ordinances. Local governments that choose to create ordinances will incur costs associated with the drafting, publication, indexing and recording of adopted ordinances, and at least every five years, review and eliminate redundant, obsolete, inconsistent, and invalid provisions.

According to Kentucky League of Cities, most cities, especially the smaller ones, retain their city attorney on contract and pay on an hourly basis. Time spent drafting an ordinance is influenced by its complexity and the amount of research that is necessary. Fiscal year 2022 data places the average hourly rate for city attorneys at \$103. Rates for legal notices vary greatly depending on the length of the publication, the number of times it needs to be published and the newspaper in which the publication is placed. Therefore, these costs are unknown.

Currently, no on-demand company doing business in Kentucky uses fully autonomous vehicles. It would be hard to determine the time line such vehicles would be practical from a cost perspective, safe from a societal perspective, and accepted by most of the public as a viable option.

A recent national survey found 61% of Americans are not comfortable with fully autonomous vehicles and 75% would prefer to manually operate their own vehicle. The same survey found 40% of 25- to 34-year-olds are comfortable with fully autonomous vehicles. As the population ages and the technology continues to make autonomous vehicles safer, autonomous vehicles will become more common.

Part III: Differences to Local Government Mandate Statement from Prior Versions

Part II refers to HB 135 as introduced. There are no prior versions.

Data Source(s): LRC Staff, National Conference of State Legislatures; SAE International; Sensiblemotive.com/self-driving-car-statistics, Kentucky League of Cities

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